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WEAPONS OF CIVILIZATION AND SAVAGERY

The blow-gun in the hands of the man on the right is to South American aborigines what the bow and arrow was to the Indian of North America (see Bulletin No. 1).

HOW TO OBTAIN THE BULLETINS

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South America: Continent of Untapped Resources

NOTE TO TEACHER.—This is the third of a series of Bulletins on the outstanding geographic facts about the continents (see Bulletins of December 7 and December 14).

THE WORLD WAR wrought many changes in the political boundaries of Europe, Asia and Africa, and also in the apportionment of control in the islands of the South Seas. The war had no effect on the boundaries of North America, Australia, or South America.

The Map of South America, however, is not a fixed quantity politically. Many of its boundaries still are in the making, and ownership of hundreds of thousands of square miles of territory is subject to dispute.

Nature has bestowed prodigal gifts upon South America. Its resources and its riches have been least tapped of those of any continent; its potential supplies of raw materials and the prospective commerce that will follow in the wake of its further development make it one of the most interesting regions in all the world to the student of applied geography.

Four-fifths in the Tropics

In shape the continent resembles North America, except that its contour is more regular. There are no Floridas, or Lower Californias, or Hudson Bays along South America's coasts. Southern Chile's shore, with its deep indentations, like those of Norway or Alaska, is an exception. And Rio de Janeiro's harbor is one of the finest in the world.

South America's greatest bulk is to the north, but across this great bulk cuts the Equator. Four-fifths of its area lies in the tropics, a simple geographic fact of highest importance.

Some of South America's richest resources are in its northern area. The corresponding portion of North America is frozen waste, home of nomad Eskimos if inhabited at all, or penetrated only by an occasional fur trader or animal trapper.

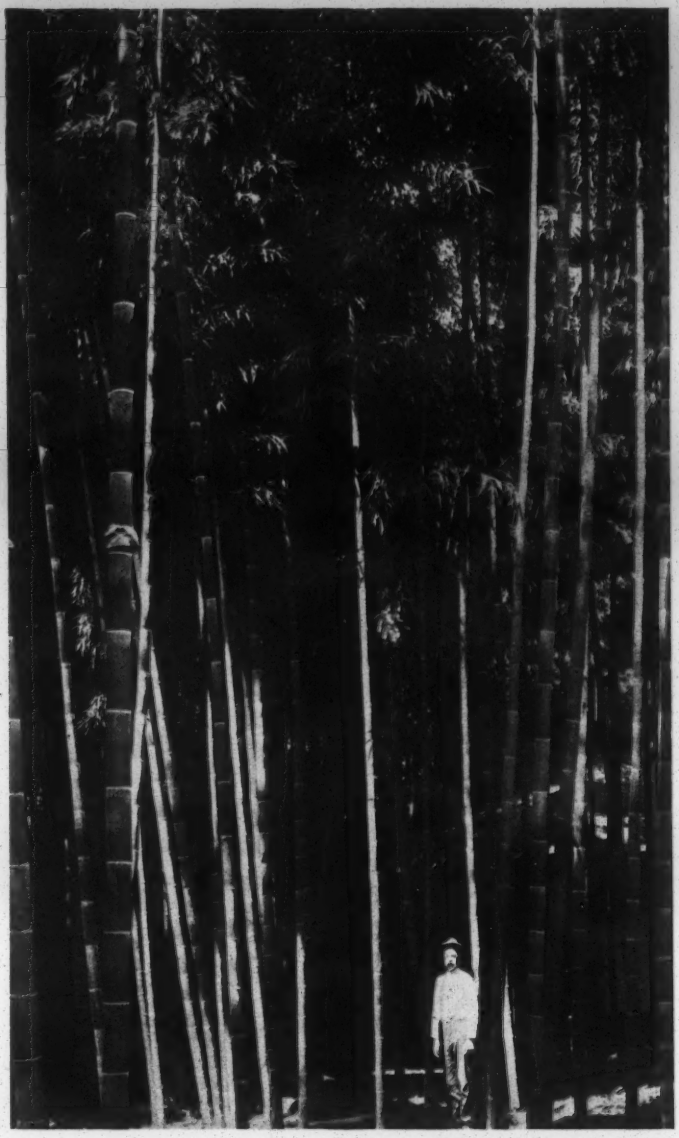
Another obvious geographic fact, of major importance, frequently overlooked, is that South America lies not south, but southeast, of North America.

Most Southerly of Continents

Florida is due north of the westernmost projections of South America—that is, of Ecuador's and Chile's westernmost headlands. The longitude of New York City is many miles west of most of Chile. Pernambuco, Brazil, is nearly as far east of New York as San Francisco is west of it. Or, to put it another way, if you sailed toward Lisbon, Portugal, from New York until you intersected Pernambuco's meridian you would have gone two-thirds across the Atlantic.

The point to be observed is that, while there are many factors making for trade development between the North and South American continents, shorter distances or easier accessibility are not always among them.

The eastern coast of South America, south of the Equator, where lie the continent's largest cities, is reached as easily from Europe as from the great



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THE TEVIS BAMBOO GROVE OF BAKERSFIELD, CALIFORNIA

This is the first grove of any size to be established in America. The owner bought a single plant of the "Giant Japanese Bamboo" from a Japanese nurseryman in San Francisco about twelve years ago, and from this single plant has grown a grove which is strikingly beautiful. The graceful, plumelike stems rise over fifty feet in the air, and cast an enchanting shade on the carpet of brown dead leaves below (see Bulletin No. 3).

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Naples Goes Over a Million

SEEING NAPLES becomes more complicated by reason of a recent decree. Orders have gone out that five suburbs shall be added to the city. This act raises Naples to the "over a million population" class of world cities.

When the Neapolitan advertises, with the sloganeer's modesty, "Vedi Napoli e poi muori" (see Naples and then die) he has in mind, of course, the city and surroundings taken as a whole. The city alone, although the largest and most populous in the Italian peninsula, is a hodge-podge of narrow streets and tenement houses, teeming with life and gaiety. In buildings and monuments of historic and artistic interest, however, Naples cannot vie with the towns of central and northern Italy.

Naples is comparatively young among cities of the Mediterranean. In the eighth century B. C. Greek colonists from the near-by city of Kyme recognized the superior advantages of its great half-moon bay and laid the foundations for later Roman settlements. In time the district became the favorite residence of famous Romans. Augustus frequently resided at Naples and Virgil completed some of his most beautiful poetry here.

Italy's Leading Seaport

Before the days of a united Italy, Naples was the capital of the Kingdom of Naples. A large Royal Palace, with white marble stairways and a throne room filled with art treasures, bears witness to its former imperial wealth. Today Naples is Italy's most important seaport, connected by fast steamship lines with every part of the globe. Its streets are lined with factories, large and small, while the surrounding farm districts are fertile and productive. As a tourist goal it is surpassed, probably, only by Paris.

For all its commercialism, dirt and squalor, however, Naples is extremely picturesque. Rising in amphitheater fashion on the slopes of the hills in the northeast corner of the Bay of Naples the city is full of quaint, steep streets, where broad steps take the place of the slab paving of the downtown thoroughfares. Following the cholera epidemic in 1884 many of the narrow streets and high balconied tenement houses were replaced with broad avenues and standard buildings.

It is in the remaining canyon streets, however, that one finds the most typical Neapolitan scenes. All Naples lives outdoors—to cook, to work, to play, to gossip, and almost to dress! Street singers with their mandolins, charcoal sellers and vendors of sweets and drinks add their colorful bits to the daily pageantry. Macaroni factories line the streets of the eastern part of the city, the fringes of macaroni on racks collecting a little of the dust every passing automobile and push cart stirs up.

The Bay of Bays

For whatever the city lacks in neatness and beauty, its famous bay more than makes amends. The Bay of Naples is a yardstick of marine perfection. Few who have seen the Bay of Naples will grant that it is eclipsed elsewhere for spacious and perfect loveliness. Its dreamy headlands and the incomparable contour of Vesuvius in the center at once distinguish it. Artists have painted

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population centers of the northeastern United States. The same was true of the western coast, south of the Equator, before the Panama Canal was built.

South America is the most southerly of all the continents. Africa reaches to approximately 36° south latitude and Australia to 38°; South America reaches southward until Cape Horn touches 56° south latitude. In other words, South America stretches some 1,200 miles nearer to the South Pole than any other continent.

The Great Gift of Navigable Rivers

This elongated southern temperate region is a valuable asset. Much of it, east of the Andes, is comparable to the western plains of North America, yielding wheat and other grains, and affording vast grazing areas.

The three continents of the southern hemisphere are alike in their unindented coast lines, but in South America this scarcity of harbors is compensated for by the most extensive system of natural inland waterways that any continent possesses. Absence of navigable rivers in Africa seems a major reason for the backwardness of that continent.

The extent of the navigable reaches of South America's rivers is truly extraordinary. The Mississippi and its tributaries have several thousand miles of navigable waters, much of which is exceedingly shallow.

The Amazon and its tributaries have twice as many miles of navigable waters. Even ocean-going steamers ascend 2,300 miles to Iquitos, in the territory in dispute between Peru and Ecuador. Vessels of 14-foot draft can ascend nearly 500 miles beyond this point.

It is as if one could go on a ship of 14-foot draft from New York to Salt Lake City by way of Chicago and Cheyenne. Such a navigable river makes our projected Lakes-to-the-Gulf, "Fourteen-feet-through-the-Valley" waterway seem insignificant in comparison.

Three River Systems Overlap

In 1899 the United States Gunboat *Wilmington* did go up the Amazon to Iquitos. If the Mississippi were as long and deep such a warship might steam from the Gulf of Mexico to Hudson Bay.

Another physical fact about these rivers has a deep significance for future transportation within the continent. That fact is the absence of clearly defined watersheds between the great river basins.

Take the three great major river systems, the Amazon, which includes the Madeira, the Negro and other rivers; the La Plata system, which comprises the Parana, the Paraguay and the Uruguay; and the Orinoco, which unites so many rivers in the northwest and north of the continent.

From the Orinoco delta, in Venezuela, southward through the east ramifications of the Amazon system, to the mouth of the Rio de la Plata, at Buenos Aires, there is almost a continuous overlapping of these basins.

In southern Venezuela, where that country thrusts a political peninsula into northern Brazil, below the town of Esmeralda, the waters of the Upper Orinoco suddenly decide to part company. Some of them reach the Amazon and the sea through the Casiquiare. The others force their way to the lower Orinoco over the rapids of eroded mountain barriers.

Engineers long have dreamed of inland waterways from Colombia and Venezuela south through the vast area of Brazil to northern Argentina and the great city port, Buenos Aires. In several places canals five miles long would give free communication between the ports on the lower Amazon and the cities of Parana and Rio de la Plata.

The scale of the Andes Mountains is on a par with the magnitude of its river systems. So towering and so extensive are the Andes that if all the highlands were plowed down and all the lowlands were filled up, the continent would be a plateau 1,312 feet above sea level, and 820 feet of this would be represented by material that constitutes the Andes.

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Bamboo: Grass That Is Timber and Food

THE CELEBRATION of the fortieth anniversary of chop suey in Chicago and the adoption of a new tariff schedule in Bombay to encourage the production of bamboo paper seem to have little in common, but they are chips of the same block. Both are concerned with the timber grass of the Orient.

Chop suey is a stranger to China—it is as American as the ice cream soda or "hot dog"—but its making requires bamboo sprouts from China and Japan. When the United States began buying the succulent sprouts the effect upon the thrifty farmers of Honshu and Kiangsu was akin to a Nebraska granger finding acres of weeds turned to wheat. "Edible bamboo" had been scrub bamboo; soon its yield vied with "timber bamboo."

Perhaps Jack's Beanstalk Was Bamboo

Of course it did not take an American food fancy to show the Orient that bamboo sprouts were good eating. The Japanese variety of the grass which yields the most luscious sprouts is known as "Moso"—a designation that goes back to the "24 paragons of Chinese filial piety."

Once a widowed mother, so the story goes, fell ill in mid-winter and longed for hot broth made of bamboo shoots. Her devoted son dug down in the snow to find them for her, and the gods rewarded his piety by raising up shoots that grew to an amazing size. Japanese artists, to this day, perpetuate this Jack-and-the-bamboo-stalk legend by their drawings of the boy, Moso.

The actual facts about the bamboo are fabulous enough. It is a grass, and provides wood of more numerous uses than any tree. One root may project a hundred straight, polished, jointed stems into the air; these grow as high as 120 feet; and their rate of growth has been marked at more than two feet a day.

A Chinese or Japanese family eat bamboo, sleep under it, sail the river on it, write with a pen and paper made from it, comb their hair with it, cut their food with it, pipe water with it, and make their bird cages of it. Western people multiplied its uses by their inventions and employ it for airplanes, flutes, hairpins, porch screens and phonograph needles.

Comparable to Coconut and Date

Bamboo has been called one of Nature's most valuable gifts to man. In parts of Kiangsu Province, China, and in large tracts of rural Japan, it would not be amiss to speak of the bamboo age; keeping in mind, however, that the "bamboo civilization" is much further advanced than the "date palm civilization" of the Sahara or the "coconut palm civilization" of the South Sea Islands.

The giant bamboos are true grasses. They send underground stems long distances through the soil, binding it together with hard, flintlike root stalks, or rhizomes. From this network of roots and rhizomes they send upward the most rapid-growing shoots of any plant known. While the shoots are so fresh and tender that they can be snapped off with the hand and cooked to an asparagus-like delicacy, matured bamboo wood is the strongest known timber

it from every angle, musicians have composed songs without end to its beauty. Writers unloose their choicest adjectives.

From the Monastery of San Martino, overlooking the city, a picture spectacle is spread. The great, blue, half-moon bay, dotted with red and white sails, and surrounded by a mountainous coast line, which fringes off into the Mediterranean at each end in rocky islets, looks more like a stage curtain than a reality. It is Vesuvius that "makes" the Bay of Naples. It is its distinguishing mark; its stamp of individuality. The crater rises majestically in long sweeping curves from the flat lands to the east, smooth and green on the lower slopes, steep and a rugged brown on the upper cinder and lava cone. A long column of smoke and steam curls from it day and night.

The Neapolitan Sunset

From Vesuvius, with the ruins of Pompeii at its base, the eye follows the curving shore line to the mountainous Sorrento peninsula, purple and hazy in the distance, ending with the rocky crags of the Island of Capri. At sunset the colors are so rich, and at the same time so soft, it seems hardly possible that they are real. The bay is a rippling sheet of gray and green and blue. The rocky headlands and islands are the softest and most delicate lavender. A rolling stream of purple smoke rises from the crater of Vesuvius and floats across the sky, while, in the background, billowy pink clouds catch the last rays of the blood-red sun as it drops into the Mediterranean.

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THE MILK WAGON OF NAPLES

Early in the morning the goats click-clack their hard little hoofs up and down the narrow lanes and flights of steps that in parts of Naples serve for streets, bringing Naples milk, fresh and unadulterated, for its morning meal (see Bulletin No. 2).

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Pirates and Pirate Haunts

THE RECENT capture of a British coasting ship sailing between Shanghai and Tientsin by Chinese buccaneers is the most daring piracy in the Yellow Sea in years. The China coast and the great rivers are the last pirate strongholds in the world and even here the presence of battleships and cruisers of the great maritime powers has been a severe check on outlaws of the sea.

Epidemics of piracy are said to follow in the wake of every great war and since warfare has been more or less continuous in China, piracy, too, is more or less constant.

Beside the broad oceans which offered infinite chance for escape there have always been the island-dotted areas which furnish excellent lurking places from which pirates might direct their efforts and to which they might take their loot for examination and division. The Greek Archipelago, the Barbary coast, the East Indies, the China shores and the Spanish Main, within the shadow of our own doors, have been pirate bases for centuries and have given to the world a wealth of stories of breathless interest.

Pompey Curbed the Pirates of the "Golden Gulf"

In ancient times these sea robbers off the coasts of Greece, Italy, and Asia Minor with their thousands of light, swift vessels, or "sea mice" as they are called, "taxed" merchant shipping so heavily that they rightly termed their base of operations the "Golden Gulf." They flaunted their black flag in the face of mighty Rome, which remained impotent against them until Pompey with almost unlimited resources at his command curbed their operations.

Ferdinand and Isabella unwittingly in their decision to drive the Moors from Spanish soil, let loose upon the world and particularly upon Spanish shipping, then at the height of its pride, a fearful horde of daring and unscrupulous avengers.

In the early days of Moslem power one of the Kalifs wrote to his general and asked him what the sea was like. The general answered: "The sea is a huge beast which silly folk ride like worms on logs." Consequently the Kalif gave orders that no Moslem should voyage upon it, but they soon learned that they must conquer it if they were to hold their own among other peoples, and they subsequently furnished some of the most audacious and picturesque of the pirate figures.

"Red Beard," Terror of the Mediterranean

Two of the most daring and ingenious of these were the Barbarossa brothers. "Red Beard" terrorized the Mediterranean world from Constantinople to Gibraltar. The excellent harbors and the island hiding places made it possible for him to defy the fleets of England, Italy, Spain and Holland, to levy tribute on all the vessels that passed over the highway, to capture the richly laden Papal galleys bound for Rome in Moslem defiance of Christendom and chain the Christians to their oars. In 1510, at that time notorious and immensely wealthy, he changed the base of his operations to the Island of Jerba, off the coast of Tunis, where the Fates ceased to smile so kindly upon him. After many hard-fought battles he fell before the forces of Charles V of Spain

for its weight, and its hard, siliceous exterior makes it serve for knives and whetstones.

Despite its numerous uses the grass is valued also for its beauty. The trees of China and Japan lend a charm to many landscapes. "They are waving plumes of delicate green foliage, which, whether seen against the skyline or backed by a darker mass of forest, always give a peculiar softness to the scene."

Makers of scores of manufactured products would be inconvenienced if they were deprived of bamboo; epicures would be saddened; but the American small boy would be desolated if the millions of bamboo poles shipped here every year did not arrive. What would he do for his fishing rods?

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BAMBOO WARES AS THEY ARE OFFERED FOR SALE IN CHINESE VILLAGES

No material is to be compared with the bamboo for this kind of work. It can be split into strands no larger than a horsehair, and from the same shoot can be made broad bands and hard, rigid framing pieces. The most delicate baskets in the world are made of bamboo, and also the coarsest, roughest weirs, to be filled with stones and rolled into the streams for holding embankments (see Bulletin No. 3).

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Tidal Wave Sweeps Yap, Island of Millstone Money

ALTHOUGH Yap, recently devastated by a tidal wave, is one of a thousand in the mandate of Pacific islands assigned Japan by the League of Nations, it is the most important in the mind of the American public, because of the publicity in 1919, when it was proposed that the United States take Yap as a cable station in partial reparation for the sinking of the *Lusitania*.

The list of Yap's misfortunes in the last 30 years entitles it to the nickname, "the unfortunate isle." Just as coconut trees to replace those swept away in 1895 were coming into fruitful maturity a blight settled upon the island and ruined them. Then the World War invaded this Pacific paradise when a British cruiser came alongside and blew the wireless station to bits. Next a transport arrived with Japanese and for a time Yap was left under the guardianship of one policeman. Once again the typhoon caught the island in its maw in 1920 and now comes the tidal wave. Meager reports say that other islands in the Caroline group shared its recent misfortune.

When The Society "Discovered" Yap

Yap's story was unearthed in 1919 by the National Geographic Society to the great relief of American newspaper men. The curious name popped up in the cable reports from Paris one day and immediately managing editors inquired, "Where and what is Yap?" The Society gave the world an immediate account, not only of the geographical position and dimensions of the island, but also of the people, their customs and of their stone money.

Yap is the westernmost of the Western Caroline Islands, and lies about 500 miles southwest of Guam and 800 miles east of the Island of Mindanao of the Philippine group. It has a population of about seven thousand and under the German regime was the administrative center for the Western Carolines, the Pelew and the Ladrone Islands.

Yap is strangely old and strangely up to date. Its inhabitants are still in the stone age of progress and copra is almost the only export, but there are features in their life that seem as ultra-modern as the latest socialist doctrines.

On the Island of Yap, the natives are strict prohibitionists. Children belong to the community, are frequently adopted or exchanged, and throw off parental control at an early age. Bachelor clubs, closed to the women, dot the islands. What corresponds to the Yap dress suit cannot be bought but is rented to the young beau who desires to shine in society. And since food and drink and clothes all grow on trees, where anyone can secure them, the money of the island represents labor rather than any material thing. But one can better understand the meaning of the burden of wealth when one hears that a single coin of their stone money sometimes weighs hundreds of pounds.

Yap, or Uap, when translated, means *the* land. The island is surrounded by an atoll but is itself of volcanic origin. The only good harbor is Tomil Bay.

The chief decoration of the Yap gentleman is a string of pink shells made into a necklace, and since no man is rich enough to own such a treasure, the best ones are loaned out for such a period as the wearer may choose to be dressed in the height of fashion. As there are no buttonholes, the man may wear two

near Tremizan, on African soil. He had actually escaped, but upon learning that his faithful followers were close pressed he returned to die with them.

Piracy on the American coast among the French and Spanish navigators began before the days of the English colonists. Queen Elizabeth is said to have secretly approved as well as helped expeditions by buccaneers, and in the West Indies the trade restrictions placed by the various mother countries led to acceptance by many island governors of wares brought by navigators whom they knew to be freebooters and whose methods they could not afford to question.

Perhaps the most unscrupulous and wily of the perverted sea kings was Henry Morgan of the Caribbees. He was a magnate, an indomitable ruler, a crafty planner and a commander of genius. In fact he flirted with one danger after the other, always to come out on top. He marched into Puerto Principe in the heart of Cuba and took it despite the strong defence. He outwitted with uncanny cunning the officers at Porto Bello in Panama, one of the best fortified cities near the Caribbean shores and the storehouse for the riches which had been brought to the Isthmus by Spanish galleons. Later he escaped with an inestimable amount of gold and jewels, ingeniously using a fireship against the Spanish to accomplish his escape when he was bottled up in Lake Maracaibo. Finally he took and sacked the city of Panama. Then leaving his companions in the lurch, he slipped away at night with all the booty to Jamaica, ingratiated himself with the governor, and was clever enough to get himself into the graces of the English king, who knighted him and made him lieutenant-governor of Jamaica for his "long experience of that colony."

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PEACEFUL FIELDS NOW SMILE IN PIRATE HAUNTS OF THE SPANISH MAIN

A long trail winding through the Island of Barbados. There are 470 miles of excellent roadway traversing this island. George Washington visited Barbados in November, 1751, upon his only voyage into a "foreign" country (see Bulletin No. 4).

bouquets in each ear—a sort of corsage bunch in a large hole in the lower lobe and a small boutonniere in a smaller hole higher up in the ear. Shell cuffs made of conches add the finishing touch to the correct attire.

Yap women dress in a voluminous skirt made of leaves or fiber and composed of four or five thicknesses. Although one month is the average life of a woman's dress and it is necessary for any one to sweep up a bundle of discarded dress goods after every female gathering, the style does not change.

The "large money" of the island consists of millstone-like disks of limestone four feet in diameter, from Babelthuap, 400 miles to the south. A single piece of currency may be worth 10,000 coconuts.

A Bank Account Safe in the Sea

The "small" change of the island is made of shells, which the natives carry strung on fiber as does the Chinaman with his cash. For external trade the coconut is the common standard of exchange.

It is not necessary that the Yap Croesus should shelter his entire fortune in his house. He simply lets it be known that a particular half-ton piece of money belongs to him and no one steals it. On one occasion a very fine piece of money was shipwrecked in transportation and its owner is credited with the wealth represented in that fine bank pile which is now safely reposing in Davy Jones' locker 400 feet below the waves. When the Germans wanted to have the roads repaired they could devise no way of fining the people until they bethought themselves of taking possession temporarily of some of these pieces of limestone currency, after which the roads were soon repaired.

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A LOFTY CLUBHOUSE IN THE ISLAND OF YAP

This is where the traveler, if he be a man, meets the men of the islands to discuss politics, crops, and the high cost of living, and to hear stories of the daring deeds of bold chiefs, and the gossip of the Pacific (see Bulletin No. 5).